

Showers and cooler tonight and Tuesday; variable winds, becoming fresh northwesterly.

The Evening Times

READ THE MORNING TIMES
THE NEWS OF ALL THE WORLD

Number 2261.

WASHINGTON, MONDAY, OCTOBER 27, 1902.

Price One Cent.

HANDWRITING EXPERT RESUMES TESTIMONY

The Prosecution in Molineux Trial to Close Its Case.

GEN. MOLINEUX HOPEFUL

Prisoner and Father Converse Freely Throughout Morning Session—Mrs. Rogers Awaiting Call to Stand.

NEW YORK, Oct. 27.—The ninth day of the second trial of Roland Molineux opened with nearly all the prosecution's evidence in. Handwriting expert John F. Tyrrell was the first witness, continuing his arguments of Friday last. The letter books were in the hands of each jurymen, and strict attention was paid to his instructions.

Father and Son Converse.

General Molineux and his son, the defendant, conversed in whispers from time to time. The accused man's father said that he had never felt more encouraged, and was sure that a few days would see his son free.

Mr. Osborne says that Mrs. Florence Rogers, daughter of the murdered woman, would take the stand today, even if the handwriting experts were not through, because he felt that the jury were tired of looking so steadily at the letters.

Every seat was filled in the courtroom, about fifty women being among the number. Harry Cornish was in his usual seat, paying but little attention to the court proceedings.

Expert Tyrrell drew the jury's attention to the many points of similarity on the poison package and the conceded writings of the defendant. Much depends on Tyrrell's analysis, Counsel Black, of the defense, having conceded that the same person wrote the address on the package containing the poisoned Kutnow powder and the letters signed "H. Cornish," and alleged by the prosecution to have been written by Molineux. These letters are known as the "Cornish letters."

Jury Attentive.

Tyrrell took up each letter in the poison address and made a careful comparison with like letters in the conceded writings and the Cornish letters. The testimony was technical, and the spectators were entirely at sea, hearing nothing from the witness but "pot books," "up and down strokes," and "shading." The jury, however, followed Tyrrell's testimony closely and, armed with magnifying glasses, scanned the "exhibits" minutely.

Justice Lambert, on a request by District Attorney Jerome, permitted Expert Tyrrell to use the blackboard to make his analysis more clear and apparent.

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YOUNG TO BE MADE FIRST IN COMMAND

Announced at War Department by Adjutant General Corbin That He Will Succeed General Miles.

Announcement was made this morning at the War Department by Adjutant General Corbin, of the intention of the Secretary of War to promote Major Gen. S. B. M. Young to the command of the army upon the retirement of Lieutenant General Miles. A recently published statement calling attention to the fact that General Corbin's name preceded that of General Young in the monthly army directory, drew the inference that General Corbin would succeed General Miles. General Corbin said this morning:

"I think I violate no confidence when I say that Maj. Gen. S. B. M. Young will succeed General Miles. No one feels more pleasure than I do over the intention of the Secretary of War to thus honor General Young."

The explanation of General Corbin's position in the army directory is that he precedes General Young in seniority of rank, having been promoted to major general several months before General Young. Unless General Miles retires before next August, when he retires for age, General Young, who is now president of the War College, will have but six months to serve at the head of the army, as he retires in January, 1904. Friends of General Corbin say that he should then be promoted to succeed General Young. He is now the senior major general of the army and will be at the time of General Young's retirement.

General Young's Record.

Maj. Gen. Samuel B. M. Young has had a long and active career in the army. He

was born in Pennsylvania, and in April, 1861, enlisted as a private. He was soon appointed captain in the Fourth Pennsylvania Cavalry, and a year later, was promoted to a majority. On October 1, 1864, he was made lieutenant colonel, and a few months later elevated to the rank of colonel. April 9, 1865, he was brevetted brigadier general of volunteers for gallant and meritorious services.

At the beginning of the war with Spain, General Young was made a brigadier general of volunteers, and commanded the troops that went into action against the Spanish at La Guasmas, Cuba.

Before the war was over General Young had been honored with the rank of major general of volunteers, which rank died with the volunteer army in 1899. He was made a brigadier general in the regular army in 1900 and sent to the Philippines.

Daring Work in Luzon.

Then followed the daring and successful campaign in Luzon conducted under the special direction of General Young, whose cavalry scattered and broke up the insurgent organizations effectually. Upon his return from the Philippines General Young was promoted to major general and selected by Secretary Root to be president of the army War College.

General Young was also designated as one of the representatives of the United States Army at the peace conference, and returned from abroad with General Corbin only a few days ago.

AMERICA WILL ACQUIRE IMPREGNABLE TITLE

Positive Opinion of Former French Premier.

QUOTED IN KNOX'S REPORT

No Obligations to Be Assumed and No Claim Possible From Any Old or New Interest.

Among the assurances received by Attorney General Knox on his recent visit to France as to the validity of the new Panama Canal Company's title to the property it has offered to the United States was one from M. Waldeck-Rousseau, advocate of the court of appeals and former premier of the republic. M. Waldeck-Rousseau's opinion is printed as an appendix to the Attorney General's report which was made to the President on Saturday. It is a thorough answer to all questions propounded by Mr. Knox and concludes with the following statement:

"To sum up, the undersigned expresses his formal opinion that by the transfer the United States will acquire the firmest and most impregnable title of ownership to the property transferred and will assume no other obligations than those stipulated for in the contract of transfer itself, without any claim being possible to be made either by the old company or by its shareholders, or by the liquidator, or by its creditors and bondholders, or by their representatives."

O'NEIL DEFENDS HEAVY ARMOR AND ARMAMENT OF THE AMERICAN NAVY

FIGHTING FORM OF THE NEWEST AMERICAN AND BRITISH WARSHIPS

America—Battleships.	Tons Displace.	Knots Speed.	Tons H. P.	Guns in Main Battery.
Missouri.....	12,250	18	16,000	4—12-in.
Ohio.....	12,440	18	16,000	16—6-in. r. f.
Nebraska.....	14,948	19	19,000	4—12-in.
				8—8-in.
				12—6-in. r. f.
Armored Cruisers:				
Pennsylvania.....	13,680	22	23,000	4—8-in.
South Dakota.....	13,680	22	23,000	14—6-in. r. f.
West Virginia.....	13,680	22	23,000	same.
British—Battleship:				
London.....	15,000	18	15,000	4—12-in.
				12—6-in. r. f.
Cruiser:				
Drake.....	14,100	23	30,000	2—2.9-in.
				16—6-in. r. f.

America Not Afflicted With the Speed Craze of European Nations, He Says in His Annual Report.

Great New Fighting Machines Built Not to Reach Battle First, But to Stay in a Battle Last.

An echo of the controversy in the naval board on construction over the advisability of subordinating speed in armored cruisers to protection and battery—that is, making this type of vessels much more powerful fighters, but not as fast as European ships of the same general class—is found in the annual report of Rear Admiral Charles O'Neill, chief of the Bureau of Ordnance. Admiral O'Neill is chairman of the board on construction, and while he took little part in the recent controversy, he voted for the heavier type of armored cruiser against the fast type. His reasons for doing so are clearly explained in his report.

Under the caption, "Speed Versus Armor and Armament," Admiral O'Neill discusses the important question. "All nations," he says, "are afflicted with the speed craze at intervals, and this country is no exception." In deference to public sentiment, which concludes that unless a warship can equal or beat the world's record it is a failure, the tendency is to design vessels of the highest possible speed, irrespective of the uses for which they are intended. In consequence several countries have expended enormous sums in producing large and fast vessels which have but trifling value for fighting purposes. "Today," Admiral O'Neill adds, "it requires no little moral courage on the part of designers to subordinate the popular element of speed to other qualities, no matter how important the latter may be."

The Speed Craze.

In explanation of the fact that our latest designs for battleships and armored cruisers call for 18 and 22 knots speed, respectively, against vessels of foreign design of 19 and 23 knots, respectively, Admiral O'Neill says it has always been the policy of the United States to provide vessels of all classes with greater battery power than foreign vessels of the same classes. It is not likely, he says, that this Government will again subordinate all other elements to speed.

Of the new armored cruisers Tennessee and Washington, over the speed of which the controversy in the board of construction was waged, Admiral O'Neill says that to have increased their speed from twenty-two to twenty-three knots would have necessitated an additional amount of machinery exceeding in weight that of the four 10-inch guns, masts and turrets, and even a quarter knot extra would represent the weight of more than two inches of deck protection.

Intended for Fighting.

"These vessels," he argues, "are intended for fighting and not for scouting. They may not improperly be termed fast battleships. * * * No country can afford to build scouting vessels costing \$4,000,000 each, nor is it necessary that such large and heavily armored vessels be used for such purpose. * * * The best vessel is not necessarily the one that can most quickly get in or keep out of a battle, but is rather the one that can remain in the battle the longest after she gets there."

Admiral O'Neill notes that satisfactory progress is being made in the delivery of armor for naval vessels. No improvement worth speaking of in the quality of armor has been made, however, in the year. This is to be regretted, he says, "as guns, powder, and projectiles have each made a decided advance, rendering it all the more necessary that there should be an improvement in the quality of armor, but none seem to be in sight at present."

Only Smokeless Powder Used.

Only smokeless powder is now being purchased or manufactured for the navy. Admiral O'Neill remarks that the quality of smokeless powder manufactured during the year was decidedly superior to that previously manufactured.

With reference to projectiles, the most interesting event of the year was the development of a new type of shell, combining the advantage of the armor-piercing with the common shell; "that is," explains Admiral O'Neill, "having the perforating power of the regular armor-piercing projectile with the capacity for a large bursting charge." The requirements for testing the shells are that at a prescribed velocity they shall completely perforate, unbroken, a plate of hard-faced armor, a caliber in thickness, and then be in condition for effective bursting. A number of shells of this description have been ordered, and the first three lots have successfully passed the requirements.

Considerable space is devoted to the subject of gunnery. Vast sums of money, says Admiral O'Neill, have been expended of late for target practice. Three

(Continued on Sixth Page.)

CARELESS SHIFTING KILLS ONE, HURTS TWO

Freight Car Overtakes, Pinning Victims Beneath.

PITTSBURGH, Pa., Oct. 27.—Through alleged carelessness one man was killed and two seriously hurt in the Sheridan yards of the Pan Handle Railroad this morning. The dead man is Michael Cheniski, thirty-eight years old, and married, of Carnegie, skull crushed.

The injured are John Madden, aged forty years, cut and bruised about head and body, and Steve Linblast, thirty-six years old, bruised and cut about head and body. Both men are badly hurt.

This morning a shifter sent a string of freight cars over a switch track on which the victims were repairing cars. A car under which they were working toppled over on them.

WAR PREPARATIONS BY TURKEY ALARMS RUSSIA

Czar's Ambassador to Constantinople Apprehensive.

CONSTANTINOPLE, Oct. 27.—There is extraordinary activity among the Turkish military authorities. A commission of officers has been appointed to inspect the cavalry equipment, and a second commission to inspect the ammunition depots.

In consequence of this action and the declaration by the Porte of its intention to devote the greater part of the product of its customs loan to the purchase of war material, the Russian ambassador here has become apprehensive regarding the obtaining of money due his country. He has accordingly demanded the payment of the arrears of the war indemnity due Russia, which amounts to some 350,000 Turkish pounds.

MURDERED MAN'S BODY FOUND AMONG BUSHES

Chicago Agent Probably Victim of Highwaymen.

CHICAGO, Oct. 27.—Lying among thick bushes in Washington Park the body of a man thought to be N. Anderson, a steamship agent, was found early today and the police believe he was murdered. A bullet hole in the right side of the head showed the cause of death, but despite the closest search of the ground in the neighborhood the police could find no weapon. It is thought the man was slain by highwaymen and the body dragged into the bushes. There were no marks of violence except the bullet wound.

A short distance from where the body was found the ground was torn up as if by a struggle.

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MINERS AND OPERATORS ARE STILL AT VARIANCE

Agreement in Middle District Not Yet Effected.

WILKESBARRE, Pa., Oct. 27.—A full complement of workers went into the mines of most of the large coal carrying companies today, and this week the output of coal in the upper region should reach the normal.

The repair gangs have been working night and day, and yesterday their forces were largely increased, the regular miners remaining idle, so that this morning most of the mines are in good condition and can be worked in all veins. Those which are not completely repaired have sent their extra men to other collieries, where places have been found for them.

The disagreement in the middle district between the workers at the large individual collieries and the owners still prevent the 9,000 employees there from working, and the only coal mined is being sent from the collieries of the Lehigh Valley Coal Company, where the men have been required to sign no such agreement as that stipulated by the individual operators.

Efforts to reconcile the contending parties have failed. The locals vote to maintain their position and the operators declare they will not recede from theirs, that the men must agree to abide by the decision of the strike commission and also agree not to interfere with the non-union workers.

JOHN BROOKS GUILTY OF EMBEZZLEMENT

Changes His Former Plea and Receives a Sentence of Thirty Days in Jail.

John Brooks, indicted for embezzlement, when called to trial today in Criminal Court No. 1, withdrew his plea of not guilty and pleaded guilty to the charge. He was sentenced by Justice Anderson to thirty days in the District Jail.

Harry Phoenix, who was convicted of housebreaking, was remanded to jail to await sentence.

CARGO OF WELSH COAL

NEW YORK, Oct. 27.—The steamer Bellard, which arrived from Barry, this morning, brought 3,000 tons of Welsh steam coal.

MASCAGNI'S TROUBLES COME THICK AND FAST

Musical Unions Have Made His Life a Burden.

NEW YORK, Oct. 27.—Pietro Mascagni has submitted to Immigration Commissioner Williams an affidavit, in which he refuted the imputation that his musicians are not artists, but day laborers, and as such liable to be deported. Mascagni's affidavit was filed by his counsel in opposition to several affidavits heretofore filed by members of the musical union, who asked that Mascagni's so-called musical day laborers be deported.

Counsel for the musical union said when the affidavits of its members were filed that Mascagni's so-called musicians were brought here under contract by Mittenthal Bros. & Kronberg, and that they were in this country in violation of the alien contract labor law.

MRS. STANTON'S FUNERAL TO BE STRICTLY PRIVATE

Date Not Yet Set for the Interment, Which Will Be in Woodlawn Cemetery.

NEW YORK, Oct. 27.—It was said today at the house of Mrs. Elizabeth Cady Stanton, who died yesterday afternoon, that the funeral will be private, and that not more than four or five persons outside the immediate family would be present. The date of the funeral has not yet been decided upon. The burial will take place at Woodlawn Cemetery in the lot where the bodies of Mrs. Stanton's son and daughter already lie.

Telegrams of condolence were received today by Mrs. Stanton from Miss Susan B. Anthony and the widow of Robert G. Ingersoll. Whether or not the state of Miss Stanton's health will permit her to attend the funeral is uncertain. She herself has wired her intention of coming, but it is possible that she may be restrained by her relatives.

POPE'S PHYSICIAN ILL.

PARIS, Oct. 27.—A dispatch from Rome to the "Figaro" says Dr. Laponni, the Pope's physician, is seriously ill of appendicitis. An operation was performed on him today by Dr. Mazzoni.

MINORITY REPORT ON SPEED OF WARSHIPS

Admiral Melville Dissatisfied With O'Neil Plans.

Rear Admiral Melville, chief of the Bureau of Steam Engineering of the navy, has submitted to the Secretary of the Navy a minority report on the design for the armored cruisers Tennessee and Washington. Admiral Melville's contention is that the cruisers should be given 25,000 horsepower, instead of 23,000, as recommended by Admiral O'Neill and the majority of the board.

He says in part: "I do not believe that the resulting vessels will comply with the act of Congress authorizing them, which requires that they shall be of not more than 14,500 tons' trial displacement, carrying the heaviest armor and most powerful armament for vessels of their class, and to have the highest practical speed and great radius of action, and 'to cost' etc. 'I cannot believe that Congress did not intend that these vessels should be equal to or superior to any of their class, that class being armored cruisers of the latest type, whose very high speed may not be so essential, and I am not at all certain that an extra knot and the additional power for it should not have been insisted on in the first place."

MACHOLD RELEASED ON INGENIOUS PLEA

Charged With Contempt in Scalper's Case, But Says He Did Not Take Part in the Suit.

A. E. Machold, who on Thursday last was arrested on the charge of being in contempt of court for violating the restraining order in what is known as the "Ticket Scalpers' case," was today released from custody upon the payment of the costs of the proceedings. Justice Hagner forcibly admonished him not again to violate the order of the court in reference to the traffic in non-transferable Grand Army of the Republic encampment excursion tickets. It was only the plausibility of the excuse of Mr. Machold, Justice Hagner said, that made it possible for him to escape punishment.

The defendant was represented by Attorney Henry E. Davis, who argued that Machold was guilty of no contempt because he had not been personally served with notice of the original proceedings, and had not filed answer thereto, and had not taken any part whatever in them.

CHURCHES NOT EXEMPT FROM LICENSE TAXES

When Rented Out for Amusement Purposes.

H. H. Darnelle, Tax Assessor, has submitted to the District Commissioners a report upon the question recently raised by George W. Evans, relative to the rental of churches for purposes of revenue, from lectures and entertainments. It will be recalled that Mr. Evans raised the point that several churches in this city were competitors of the National Rifle Hall, in this respect, while at the same time, the churches be required either to cease renting their auditoriums for revenue or to submit to taxation.

Mr. Darnelle quotes several paragraphs from the law relating to the exemption of church property from taxation. Section 20 of this act provides that for entertainments, concerts or performances of any kind given in churches or private residences, where the proceeds are intended for church or charitable purposes, and where no rental is charged, no license tax shall be required. The following section provides that when such entertainments, or performances, are given under other circumstances than those enumerated a license fee of \$3 per diem or \$10 for the first week and \$5 for each successive week shall be charged. Annual licenses covering such performances are \$100. Concerts, exhibitions, etc., for which an admission fee is charged fall in the same category wherever held.

Mr. Darnelle argues from the paragraphs of the law quoted that renting of churches for lectures, or other forms of entertainment, where an admission fee is charged, or for any one form of rental, are subject to license taxes. He recommends that the proper authorities of the churches complained of be officially informed that hereafter all such buildings, or property rented for purposes of revenue, as charged by Mr. Evans, upon evidence to that effect, shall be listed on the books of the Assessor as taxable property.

Mr. Darnelle is of the opinion that such use of exempted religious or educational property is clearly a violation of the statute law on the subject of exemptions.

MARION CRAWFORD HERE.

NEW YORK, Oct. 27.—Among the passengers who arrived this morning on the steamship Lahn from Genoa, Naples, and Gibraltar, were Capt. J. R. Bartlett, U. S. N., (retired), and Marion Crawford.

FEAR BOYS HAVE BEEN LOST IN CITY SEWERS

Entered Fourteenth Street Drain Last Night.

SEARCH OF SEWER CLEANERS

Companions of Robert Cross and Ernest Shepherd Tried to Find Them, But Were Driven Back by Gas.

Somewhere in the big sewer, which runs from the foot of Fourteenth and N Streets southeast, to the jail two boys, Robert Cross, of 1035 Thirteenth Street southeast, and Ernest Shepherd, of Thirteenth Street near Pennsylvania Avenue southeast, both fifteen years, it is thought, are imprisoned. The big drain is being thoroughly scoured by members of the sewer department for the boys or their bodies.

Two companions of Cross and Shepherd watched them as they entered the sewer just before dark last night, and then walked to the corner of Fourteenth and K Streets, where they had promised to meet those underground and assist them to climb through at that point. They waited for a time for Cross and Shepherd to appear, and then raised the top of the manhole.

After vainly shouting for their companions they descended into the sewer and made a brief search until driven back by the foul gases and alarm engendered by their fears and the cold and darkness. They then returned to the manhole, climbed to the street and thoroughly frightened, ran to their respective homes, where they related what had occurred.

Word was sent to the homes of the missing boys, and searching parties, equipped with lanterns, entered the sewer. The search was kept up all night, the parents of the boys hoping against hope meanwhile that the boys had regained the street and would return home.

No word had been received of the missing lads when morning dawned, and the police were notified. At Captain Boardman's request the Sewer Department sent a gang of workers to the mouth of the sewer, and a systematic search was begun. Up to an early hour this afternoon no trace had been found.